# ~~2025~~ 2026 TCR UK Championship Sporting & Technical Regulations

PUBLISHED COPY

Signed: Jack Finlan

JACK FINLAN - CHAMPIONSHIP MANAGER

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# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION

The ~~2025~~ 2026 TCR UK Championship is promoted by Maximum Motorsport Ltd, organised and administered by the British Automobile Racing Club (BARC) in accordance with the National Competition Rules (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/

Race Status: National

Motorsport UK Championship Grade: C

The Championship Organisers reserve the right to amend or vary the Sporting Regulations in accordance with NCR 3.10.4.2 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

## 1.2 OFFICIALS

### 1.2.1 Championship Manager

Jack Finlan

Mobile: 07502 019409

Email: jack@maximumgroup.net

1.2.2 Deleted

### 1.2.3 Championship Promoter

Stewart Lines

Mobile: 07976 432053

Email: stewart@maximumgroup.net

### 1.2.4 Licenced Eligibility Scrutineer

Adrian Smith

Mobile: 07921 787859

Email:adysmith81@aol.com

### Deputy Eligibility Scrutineer

TBC

### Data Scrutineers

As appointed by WSC

### 1.2.5 Championship Stewards

~~Bill Shewan, Brian Hemmings, Jim Baynam, John Leck~~

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Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

**NCR 4.1.1.2** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

Championship Stewards are also empowered to consider any request from the Championship coordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.

## 1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

(a) Be a fully paid up valid membership card holding members of the BARC and
(b) be registered for the Championship and
(c) be in possession of a valid entrants licence, where applicable. Without a valid entrants licence, Team Managers and or representatives may not be present in any judicial matters.

1.3.2 Drivers and Entrant/Drivers must:

(a) Be current Members of the BARC and
(b) be Registered for the Championship and
(c) be in possession of a valid Motorsport UK Competition Race National status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR 6.3.1.6 and FIA ISC Article 2.3.7b applies).
(d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
(e) All teams must be in possession of a Motorsport UK Entrants Licence.

1.3.3 All entrant and drivers' documentation must be available for checking at each round.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

## 1.4 REGISTRATION

1.4.1 Drivers must register for the Championship in order to be eligible to take part in any of the races, either on a full season or individual round basis.

Competitors must register and enter the Championship or selected rounds by completing the on-line form. The race entry fee is due at least one month prior to the event date. Late entries may be accepted but will incur a 20% admin charge (at Organiser's discretion).

The annual championship registration fee ~~is £5,000 which will include all entry fees and registration fees for the 2026 season. All payments are payable to Maximum Motorsport Ltd.~~ £1000 if paid before 22nd January 2026, rising to £1500 afterwards.



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1.4.2 A one-off event championship registration fee is available and will be included in the one-off race weekend entry fee of ~~£1,000~~ £1950 Entry Fee.

1.4.3 Registration will be accepted from ~~1st January~~ 17th December 2025 until the closing date for entries to each round.

1.4.4 Acceptance or refusal of registration is entirely at the discretion of the Championship Organisers.

1.4.5 All drivers must join the BARC as Racing Members and pay the £145 membership fee.

1.4.6 The Championship Coordinator must be made aware of entry withdrawals in advance of events, by email only.

1.4.7 Upon registration and payment, permanent competition numbers for the Championship will be issued by the Coordinator. No.1 will be reserved and allocated at the discretion of the Championship Organisers. Numbers between 2-99 will be allocated on request using a first-come first-served basis, taking into account the order in which the registration forms and entry fees are received using the entrant's choice of number, until the end of March ~~2025~~ 2026. From 1st April ~~2025~~ 2026 competition numbers will be allocated at the discretion of the Championship Organisers.

1.4.8 Drivers must inform the Event Chief Medical Officer if:

a) The driver is involved in any serious accident at any test, event or otherwise at any venue.
b) There is a significant change in the general physical or mental condition of the driver.
c) The driver is hospitalised for any reason.
d) Drugs are taken for any medical condition that has not been previously notified.

1.4.9 Guest Drivers:

In addition to Registered Drivers, at the organiser's discretion, Guest Drivers may be invited to enter in individual races. They will not be required to submit a full year Registration Fee but must pay the one off event registration fee (1.4.3) and be a registered BARC member (1.4.4). Guest drivers will receive trophies if they finish in the top three but will not be awarded Championship points in any event they compete in during the ~~2025~~ 2026 season as a guest driver.

1.4.10 Guest Drivers will carry a 'G' sticker adjacent to the competitor race number on the front windscreen. The Driver or team is responsible for providing the G graphic.

1.4.11 A guest driver may enter no more than one meeting. After this they must become a Registered Driver (1.4.2). If a guest driver subsequently registers for the championship, points will only count from the point of full registration. Registered Drivers' entries will have precedent over non-registered drivers until the closing date for entries one month before the event. Late entries will be accepted at the championship organisers discretion and will carry a late payment fee of 20%.

1.4.12 The Championship Organisers reserve the right to cancel registration or entry at anytime.

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## 1.5 CHAMPIONSHIP EVENTS

The Championship will consist of 17 rounds over seven meetings, as follows:

| ROUNDS | DATE | VENUE | ORGANISING CLUB |
|---|---|---|---|
| 1, 2 & 3 | 4th & 5th April 2026 | Brands Hatch Indy | BARC |
| 4 & 5 | 2nd & 3rd May | Croft | BARC |
| 6 & 7 | 11th & 12th July | Snetterton 300 | BARC |
| 8, 9 & 10 | 8th & 9th August | Donington Park National | BARC |
| 11 & 12 | 5th & 6th September | Donington Park GP | BGT |
| 13 & 14 | 3rd October | Oulton Park Island | BARC |
| 15, 16 & 17 | 31st October & 1st November | Brands Hatch Indy | BARC |

1.5.2 Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of an Official Championship Bulletin to all registered competitors as per NCR 12.2.4.

In the event of cancellation of a championship round outside of the control of the Organisers, the cancelled round may be relocated to an alternative venue on an alternative date, or the total number of race meetings that comprise the full championship be reduced. Neither the organisers, nor the race organisers, club running the respective race meetings or promoters shall be liable for any consequential loss or damages.

## 1.6 SCORING

1.6.1 The Championship consists of seven Qualifying sessions and 17 Rounds/Races. Classification towards the title in each class is calculated from the points awarded to registered drivers (1.4) listed as classified finishers in the final results as follows:

### Qualifying:

| 1st | 2nd | 3rd | 4th | 5th | 6th |
|---|---|---|---|---|---|
| 6 points | 5 points | 4 points | 3 points | 2 points | 1 point |

If, due to unforeseen circumstances, it is not possible to hold an Official Qualifying session, the grid for those rounds will be formed as per the grid from the corresponding round at the previous meeting, any drivers who were not in attendance at the previous meeting will be placed at the back of the grid in order in which they entered the event. If it is the first event of the season, the grid will be formed by drawing lots. In such cases, drivers/teams will be notified by way of a bulletin and no Qualifying points will be awarded.

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In the event of any penalties being applied to drivers after the qualifying session (including but not limited to grid place penalties carried over from previous events or via post session scrutineering), points will be awarded to drivers in the top six positions after all penalties have been applied.

1.6.1.1 The Points scored from Qualifying sessions that take place during the ~~2025~~ 2026 season cannot be counted towards dropped scores. All points scored from Qualifying sessions are exempt from being counted as a dropped score.

## Races:

| **1st** | **2nd** | **3rd** | **4th** | **5th** | **6th** | **7th** | **8th** | **9th** | **10th** |
|---|---|---|---|---|---|---|---|---|---|
| 40 points | 35 points | 30 points | 27 points | 24 points | 21 point | 18 point | 15 point | 13 point | 11 points |
| **11th** | **12th** | **13th** | **14th** | **15th** | **Fastest Lap** | | | | |
| 9 points | 7 points | 5 points | 3 points | 1 point | 1 point | | | | |

1.6.2 Where the race distance has been reduced (2.6) it shall count as a full point scoring round.

1.6.3 In order to score points, collect trophies and awards in any award category, all cars and drivers competing in the championship will be required to display and wear the decals and badges specified by the organisers in the nominated positions (see 5.22.3).

1.6.4 The totals from all qualifying rounds held (excluding any races that are abandoned and which are not replaced) less the two lowest scores, will determine the final championship points and positions, unless subject to the application of any NCR 2.8.2 penalties.

Competitors cannot drop scores from any of the races held at the final meeting.

If organisers are forced to cancel any events, subject to consultation with the Championship Stewards and approval by Motorsport UK, the number of dropped scores may be amended. Details will be confirmed via an official bulletin.

Drivers disqualified from results for sporting or technical infringements cannot use that (those) round(s) as discarded rounds for the purpose of the overall championship placing. Dropped scores must include any points related to the dropped rounds including fastest lap.

Tiebreak: If two or more drivers finish the season with the same number of points, as per the current NCR 4.3.4.1, the higher place in the Championship shall be awarded to:

(a) the holder of the greatest number of first places,
(b) if the number of first places is the same, the holder of the greatest number of second places,
(c) if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

1.6.5 Team Championship: The Team Championship is a classification independent from the driver classification and applies only to Registered Teams / Entrants conforming with Article 1.3.1 of these Championship Regulations.



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~~At the start of the season each Team must submit to the Championship Coordinator their two nominated drivers to score points for the Team classification. Any car entered in accordance with Article 1.4.10 is not eligible to score these points.~~

1.6.6 ~~Any changes to these nominations during the Championship must be made in writing to the Championship Coordinator by the Entrant / Team. This must be received 48 hours prior to first official sessions of the weekend where the change is to occur. The Championship Coordinator reserves the right in its entire discretion to accept or decline or cancel the nomination of a nominated vehicle(s).~~

1.6.7 Points will be allocated to the top two scoring drivers from each Team at each round using the points system described in section 1.6.2 and 1.6.3. To qualify for the Team award, Teams must be licensed as per NCR 4.1.16

1.6.8 The two highest point scoring drivers from each team on each race weekend will be eligible to compete in the Teams Championship.

## 1.7 AWARDS

1.7.1 All awards are to be provided by the championship and its sponsors unless advised otherwise.

### 1.7.2 Per Round

- **Overall awards:** Trophies will be presented to the top three finishing drivers.

- **Goodyear Diamond Award:** A trophy will be presented to the highest-placed driver who at that time is aged 40 or over and meets the following criteria:
  - ~~Is a driver who has not previously competed in either the British Touring Car Championship or the TCR Europe Touring Car Series.~~

The Coordinator reserves the right to review competitors' eligibility for the Goodyear Diamond Award based on their previous experience.

- **Gen 1 Cup Award The Tom Walker Memorial:** The Tom Walker Memorial Trophy will be presented to the highest placed driver competing in the Gen 1 Cup within the TCR UK Touring Car Championship that meets the criteria.

  A list of eligible cars for Gen 1 Cup can be found on the TCR UK website below: https://www.tcr-uk.co.uk/2024-gen-1-cup-eligible-tcr-cars/.

  ~~Overall Championship trophies will also be awarded to the drivers who finish in second and third places within the Tom Walker Memorial Trophy.~~

### 1.7.3 The Overall Championship

- **Overall awards:** Trophies will be presented to the top three finishing drivers.

- **Goodyear Diamond Award:** Trophies will be presented to the top three finishing drivers who were aged 40 or over at the time the points were scored and meets the following criteria:
    - Is a driver who has not previously competed in either the British Touring Car Championship or the TCR Europe Touring Car Series.

- **Gen 1 Cup Award The Tom Walker Memorial:** The top 3 drivers within this class will receive championship awards at the end of season, should class competitor numbers be viable.

- **Dan Kirby Memorial Trophy:** The Dan Kirby Memorial Trophy will be awarded at the end of the ~~2025~~ 2026 season to the driver who is selected as showing the "Spirit of the Championship"

Drivers failing to attend the official end of season ceremony will forfeit their trophy and any prize associated with where they finished in the Championship standings.

### 1.7.4 Presentations

Awards will be presented at the end of each event and/or at the end of the season at a designated ceremony.

Competitors taking part in podium ceremonies must present themselves in their race overalls, worn correctly and not displaying the logos of other championships or brands that may conflict with those of the TCR UK Championship. Failure to do so may result in a fine or deduction of championship points which will be decided by the Clerk of the Course at the time of issuing.

All Competitors who are eligible for receiving a reward at the end of season awards ceremony will be obliged to attend prize giving ceremonies. Award winners must attend, unless circumstances dictate, in which case the Championship Coordinator must be informed in advance otherwise all awards and associated trophies/prizes will be forfeited.

### 1.7.5 Title to all Trophies

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the Championship Coordinator in good condition within seven days. Where possible, the trophy or trophies need to be returned to the Championship Coordinator at the event.

### 1.7.6 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season.

### **1.7.7** Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

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In accordance with current Government Legislation, the Organisers of every round are legally obliged to

withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that as the organiser, the BARC is required to deduct tax at the current rate applicable from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

## 1.8 PRIZE MONEY

### 1.8.1 Prizes awarded for each Meeting

1.8.1.1 If applicable, details of any prize money will be confirmed by Maximum Motorsport by issuing a bulletin to the competitors/entrants before the first event of the season.

### 1.8.2 Prizes awarded at the end of the Championship

1.8.2.1 If applicable, details of any prize money will be confirmed by Maximum Motorsport by issuing a bulletin to the competitors/entrants before the first event of the season.

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# 2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

## 2.1 ENTRIES

2.1.1 Competitors are responsible for submitting correct and complete entry forms with the correct fees prior to the entry closing date, which shall be one month before every round. Entries may either be submitted by drivers on a race-by-race basis, or pre-season in a one-off full year entry payment. Any entries or payments received after the event deadline will be subject to a 20% late payment charge increase.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee. Changes to these entry details are permitted during the year provided they are not at variance with these regulations. It is the competitor's responsibility to notify the Championship Organisers of any changes before the closing date for each round.

In accordance with 2.1, entries will be accepted in the strict order that completed entries are received, with first priority going to drivers who have submitted a Full Year Entry.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Coordinator in writing. NCR 25.1.12 applies.

2.1.4 Event entry fees are:

- ~~A Full Season Entry Fee of £1,000 which will include all entry fees and registration fees for the 2025 2026 season.~~
- Entry Fee Per Round ~~Per Round Fee~~ of £1500.
- Entry Fee Per Weekend ~~One Off Weekend entry: £1000.~~ £1950

### 2.1.5 Reserves

The Championship Organisers will only accept the maximum number of entries allowed to race in accordance with that circuit's Motorsport UK Track Licence. In the event of any rounds being oversubscribed The Organisers may permit 20% more entries than specified on the Track Licence for each circuit who will be allowed to qualify for that race as Reserves. These Reserve Drivers who do not qualify for a race will be placed onto the Reserve List for that race in the order that their completed entries were received (the Reserve Number order). Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.1.6 Refunds

NO REFUNDS will be offered against Full Year Entries, regardless of circumstance. Drivers who select the Full Year Entry will be required to sign a specific section of their entry form to confirm their full acceptance of this condition.

Race Entry fees will not be refunded to competitors and reserves. However, if any rounds are cancelled, competitors who have paid will be eligible for a refund/credit of applicable value.

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2.1.7 Entry fees may be refunded to Reserves who have signed on for the meeting on the following basis:

1. £~~2~~150 refund for Reserves who are permitted to start the qualifying session only.

2. £~~2~~75 refund for Reserves who are permitted to start the qualifying session and permitted one race start.

3. No refund for Reserves who are permitted to start the qualifying session and permitted two race starts.

2.1.8 NO REFUND will be payable to a Reserve who has not signed on for the event (ie: chooses not to attend the meeting) without notifying the organisers in writing and returning paperwork and tickets to the Championship organisers before noon on the Tuesday prior to the event.

2.1.9 Where a Reserve would be permitted to start any qualifying session or either race but is unable to for their own reasons, these refunds will not apply. For example, in the situation that a Reserve suffers an irreparable car problem in a qualifying session, but grid space is available for both races, no refund will be made.

## 2.2 BRIEFINGS

2.2.1 Organisers will notify competitors of the times and locations for briefings in the Final Instructions for each meeting, whether held at the event or online. All drivers must attend.

2.2.2 There will be a maximum of ~~£2205~~ £200 fine and loss of 3 championship points (even if this results in minus score) for any driver who fails to attend the mandatory drivers' briefing without giving prior notice.

## 2.3 QUALIFICATION PRACTICE

2.3.1 At each meeting, a single Qualifying session of 20 minutes will be scheduled.

Any driver deemed to have caused a stoppage will have their fastest lap time cancelled and shall not take further part in that Official Qualifying session(s).

If, in the opinion of the Clerk of the Course, a stoppage during Qualifying is caused deliberately, or by driving in a manner not compatible with general safety by any driver and/or entrant, then the driver(s) concerned may have all their times from that session cancelled.

2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. NCR 12.6.3

With the approval of the Clerk of the Course and Stewards, in certain circumstances it may not be necessary to complete three laps of Official Qualifying to qualify for the Races, without the addition of a

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time delay, provided a competitor has satisfactorily completed 3 laps at that circuit in a similar car within the previous 12 months.

For the avoidance of doubt, a driver who takes part in a Qualifying session and has been disqualified from the results of Qualifying should take a grid position at the back of the grid but ahead of a driver who does not take part in that session.

Excessive weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and practice starts, is prohibited.

2.3.3 Grid positions for Race 1 will be determined from the fastest lap recorded by drivers during the official qualifying session.

The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first 10 finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore, the winner of Race 1 will start in 10th position on the grid for Race 2. Retirements will be placed at the back of the grid in reverse order of retirement.

In the case of a third race, grid positions will be determined from the second fastest lap recorded by that driver during the official qualifying session.

Retirements will be placed at the back of the grid in reverse order of retirement.

Once the grids have been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed, engine/car replacement penalties will be applied as of the start of the meeting.

2.3.4 The starting grid for each race will be formed by competitors in order of their qualification in accordance with Sporting Regulation 2.3.3 up to the maximum number of starters permitted by the Motorsport UK Track Licence for that venue. All Reserves will replace withdrawn or retired entries in Reserve number order in accordance with 2.1.5.

2.3.5 Grid order for drivers qualifying out of session will follow NCR 12.6.3

Qualified reserves shall enjoy precedence over competitors who practice out of session or whose practice times have been disallowed for whatever reason.

2.3.6 Should two or more drivers set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.

2.3.7 If, due to unforeseen circumstances, it is not possible to hold an Official Qualifying session, the grid for those rounds will be formed as per the grid from the corresponding round at the previous meeting, any drivers who were not in attendance at the previous meeting will be placed at the back of the grid in order in which they entered the event. If it is the first event of the season, the grid will be formed by drawing lots. In such cases, drivers/teams will be notified by way of a bulletin and no qualifying points will be awarded.

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2.3.8 Any competitor who withdraws from a race must inform the Clerk of the Course at the earliest opportunity and, in any event, no later than 30-minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up accordingly if sufficient time is allowed to do so. Withdrawn competitors will be replaced by reserves in accordance with the Regulations.

2.3.9 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

2.3.10 At the end of each session, all drivers must cross the finish line only once.

## 2.4 RACES

2.4.1 All races are scheduled to run for a duration of 20 minutes.

2.4.2 Should any race distance be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race NCR 12.6.9.3 (1.6.4 above applies), it shall still count as a full points scoring round.

2.4.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.4.4 At the end of each session, all drivers must cross the Finish Line only once.

## 2.5 STARTS

2.5.1 The Pit Lane will open by signal of a waved green signal and an audible signal. It will remain open for a period of 3 minutes, whereupon drivers must exit the Pit Lane and go straight to their grid positions. In the event of working from the paddock, cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In certain circumstances after leaving the assembly area, the formation lap may be the Green Flag lap, this will be confirmed at a drivers' briefing.

2.5.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s).

2.5.3 Grids will be staggered in a 1x1 format. Races will commence with a standing start.

2.5.4 Start Procedure:

The minimum countdown procedures/audible warning sequence shall be:

(a) Audible warning and 3-minute board shown at Start Line
(b) Audible warning and 2-minute board shown at Start Line.
(c) Audible warning and 1-minute board shown at Start Line. Clear the Grid/Grid Closed/Start engines.

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i. All work on cars must be complete by this time. Any car being worked on after the showing of the 1-minute board will result in the competitor being given a 10 second penalty.

(d) Audible warning and 30-second board shown on Start Line.
(e) Start of Green Flag Lap.
(f) Following the Green Flag Lap, a five-second board will be used to indicate that the grid is complete.
(g) The red lights will be switched on five seconds after the board is withdrawn
(h) The race will start when the red lights go out. In the event of any starting lights failure, the Starter will revert to the use of the National flag

2.5.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap, shall be held in the pitlane and will start the race after the last car has passed the pitlane exit under instruction of the marshal and green light.

2.5.6 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR 12.6.6.11. In addition, any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars that have been allocated a 10 second delayed start.

2.5.7 The Championship Organisers may at their discretion and with the approval of the Stewards, select to use a rolling start for one or more races in accordance with ~~Motorsport UK Blue Book regulations~~ NCR. This will be notified by official bulletin prior to the event.

2.5.8 Harsh acceleration or deceleration, as judged by Officials, is not permitted when approaching or maneuvering within a populated grid. For the avoidance of doubt, harsh acceleration includes the spinning of wheels. Failure to comply with this regulation will be treated in the same way as failure to comply with the pit lane speed limit during Races.

2.5.9 Competitors and team personnel are not permitted to alter the condition of the track surface other than within their designated Pit Area except for the removal of loose impediments by hand, such as rubber, stones, etc.

2.5.10 Only easily portable handheld equipment is permitted on the grid. It is permitted to take tyre trolleys on the grid. Competitors must remove any equipment from the grid when directed to do so by a marshal or Championship official. Failure to do so could lead to a penalty being applied.

2.5.11 The start procedure and/or countdown procedure may be varied to accommodate commercial demands and competitors will be informed of the changes at the Drivers Briefing and/or through the issuing of a Bulletin and/or via the timing screens where possible.

2.5.12 At selected events the organisers reserve the right to schedule a 'Grid Walk' session which will take place directly before the green flag lap. Specific details around the format and regulations for this will be released by a bulletin before the events.

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## 2.6 SESSION RED SIGNAL

2.6.1 Should the need arise to stop any qualifying session or race, RED LIGHTS will be switched on at the Start Line and RED SIGNALS will be displayed at the start line and at all Marshals Signaling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane during a qualifying session, or return to the starting grid area during a race, which will automatically become a Parc Fermé area. As per NCR 12.6.9.2, In the interval between stopping and restarting the cars may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other cars have started the green flag lap. Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by the Licenced Eligibility Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the approval of the licenced Eligibility Scrutineer.

### 2.6.2 Case A – Less than two race laps completed by the race leader.

The race will be declared a "No Contest" and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

### 2.6.3 Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red signal. Only vehicles which are proceeding under their own power, at the showing of the Red signal will be classified in this first part (NCR 12.6.9.1b, NCR 12.6.9.2also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR 12.6.9.1d).

### 2.6.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the Results will be declared in accordance with NCR 12.6.9.1(f), unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

## 2.7 PITS, PADDOCK & PITLANE SAFETY

### 2.7.1 Pits & Paddock

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Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. Race wear must be worn by drivers whilst in the pit lane.

## 2.7.2 Pit Lane

For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall is designated the 'fast lane' and the lane closest to the garages is designated the 'inner lane'. The inner lane is the only area where any work can be carried out on a car within the Pit Lane. No equipment may be left in the fast lane.

If a driver overshoots their Pit before stopping, the car may only be pushed back to the Pit when it is safe to do without impeding any other competitor. **Reverse gear may not be used in the Pit Lane at any time.**

2.7.2.1 Teams are allowed five working team members to cross the white line outside of the garage to operate in the pitlane during Qualifying, Race One, Race Two and Race Three.

Only five team members with Lanyards will be permitted onto the grid for the tyre rotation lap. Lanyards must be shown to championship organisers when required and requested. Lanyards cannot be allocated to the following:

- Non-essential personnel (family members, sponsors etc)
- Anyone under the age of 16 years of age
- PR or Social Media Team Personnel.

Failure to comply or leave the grid when asked by Championship organisers will result in a deduction of championship points, decided by the Clerk of the Course.

## 2.7.3 Refuelling

May only be carried out in accordance with the NCR 12.11.2 Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/Meeting.

## 2.7.4 Speed Limit

The Pit Lane Speed Limit during each Meeting and Official Test Day at all times is 30 mph (48 kph) unless otherwise notified by way of a Bulletin.

Failure to comply with the speed limit may result in the imposition of the following penalties:

(a) Free Practice Sessions. Minimum fine of ~~2200.~~ £200
(b) Official Qualifying: A minimum fine of ~~2200~~ £200 and/or the loss of times from the Official Qualifying session.
(c) Races: A Drive Through Penalty for the first offence, disqualification from the Race results for any subsequent offence, plus a minimum fine of ~~2200~~ £200 with the competitor subject to possible further judicial action.

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Harsh acceleration or deceleration, as judged by Officials, is not permitted within the pit lane at any time. For the avoidance of doubt, harsh acceleration includes the spinning of wheels. Failure to comply with this regulation will be treated in the same way as failure to comply with the pit lane speed limit.

## 2.8 RACE FINISHES

2.8.1 After taking the Chequered Flag drivers are required to:

a) Cross the Finish Line once only
b) Progressively and safely slow down.
c) Remain behind any competitors ahead of them
d) Return to the pit lane/paddock entrance as instructed.
e) Comply with any directions given by marshals or officials
f) Keep their personal safety equipment ~~helmets~~ on and harness done up while on the circuit or moving in the pit lane.

2.8.2 All classified finishers in any Races at each Meeting will remain in Parc Fermé in the Pit Lane (unless specified to the contrary at the Drivers Briefing) for a period defined by the Licenced Eligibility Scrutineer after the chequered flag has been shown to signal the end of that Race. No work during this period on any classified finishers in the Pits is permitted. If a specific area is delegated to be Parc Ferme, only the driver and team's members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

## 2.9 RESULTS

2.9.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR 3.6.1.4 Results, bulletins and official documentation will be posted on the official BARC Notice Board (virtual or otherwise) and provided to competitors electronically.

2.9.2 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. When hiring, fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

2.9.3 When advised that a transponder is either not operating or functioning correctly, teams must respond accordingly in order for the fault to be rectified at the earliest possible opportunity.

2.9.4 The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.9.5 Competitors may not place electronic timing equipment within five meters of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

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## 2.10 QUALIFICATION RACES

If an event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and at drivers' briefings.

## 2.11 OPERATION OF SAFETY CAR

The Safety car will be brought into operation in accordance with NCR 12.8.2 of the Motorsport UK General Regulations

## 2.12 ONBOARD CAMERAS

2.12.1 All cars must have fitted a camera in a place and position which will give a 'driver's eye' view that should include, where possible, the steering wheel, the dashboard mounted number board, show the track ahead of the vehicle with a field vision of approx. 100 degrees and some of the nearside view out of the nearside passenger window. It must be located in a suitable position on the ROPS adjacent to and within 600mm of the driver's shoulder.

2.12.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. NCR 7.9 applies.

2.12.3 Judicial Cameras must be installed in accordance with NCR 7.9 and be set to the correct date and time.

2.12.4 The judicial camera footage must be in the form of video files of minimum duration approx. 25 minutes and no larger than 2Gb maximum size whichever occurs sooner. The camera must not be configured to short video segments. The footage must clearly show a clear and uninterrupted view through the windscreen, the steering wheel, driver's hands and drivers feet. A fine of up to £2500 may be issued for non-compliant or missing footage.

2.12.5 Cameras must be capable of producing full video format for television usage. The camera and/or memory card shall be easily removable and playback of the footage must be possible at a race event using regular means such as a laptop computer. Competitors must provide a spare card for use if the original card has been removed by the organisers.

2.12.6 The camera and card must be permanently marked with the car number. This will aid in identifying the relevant competitor for the return of the card. Competitors must provide a spare card for use if the original card has been removed by the organisers. The camera must be additional to any onboard integrated datalogging and video system installed. The onus is on the entrant to ensure that their Camera is switched on and recording for all official Qualifying sessions and Races. This must not be done before five minutes prior to the car leaving the collecting area or pit-lane for official Qualifying and each Race. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on. After each session a delegate from the organiser will collect the camera cards from the cars, team members must make the card available and assist in this process if required.

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2.12.7 The unit must be operating at all times when the car is on track for the full duration of any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions.

The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organizer, the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course.

2.12.8 It is the driver's responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organising team or Clerk of the Course immediately upon request.

2.12.9 Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course will impose under NCR 2A.1.7, up to a 10 Grid Place Penalty may be applied at a driver's future Race in this Championship. A fine can replace a penalty if the clerk of the course deems appropriate.

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# 3. SPECIFIC CHAMPIONSHIP REGULATIONS

## 3.1 MOTORSPORT UK'S RESPECT CODE

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

## 3.2 SCRUTINEERING

3.2.1 Competitors must submit the following original items whenever requested:

a) Technical Form/Log Book/Homologation document
b) Official form for the safety cage (ROPS – roll over protection system)
c) Certification for the catalytic converter

3.2.2 The scrutineers may check the eligibility of a car or of a driver at any time during or after an event and:

a) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
b) Require a competitor to pay the reasonable expenses for the exercise of the powers in these regulations.
c) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
d) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
e) Require at any time during an event for any checks considered necessary to be undertaken (e.g. engine performance, fuel quantity etc.).
f) They will have the right to seal cars or parts and make the check in an appropriate location and at a postponed date.

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3.2.3 Any car that, after being passed by the scrutineers, is then dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the Competitor for scrutineering approval before taking part in any further practice session, qualifying or races.

3.2.4 The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.

3.2.5 When a car is nominated by the Eligibility Scrutineer or their deputy for Post Qualifying or Post Race scrutineering checks, it is the driver's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in the same form in which it completed the Official Qualifying session or Race. Contravention of these requirements may result in the disqualification of the driver's Qualifying times or Race result by the Clerk of the Course.

3.2.6 Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of these Sporting Regulations and may in addition lead to disqualification from the Championship or to the imposition of any of the additional Series penalties set out in these Sporting Regulations.

3.2.7 The Eligibility Scrutineer or their deputy may require the Competitor and/or their team to carry out any necessary dismantling. If the competitor fails to do so Championship Organisers may arrange the dismantling and debit the competitor with the cost thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

3.2.8 Measuring location for all official measurements (including weight and ground clearance): The measurements are conducted in a designated area during technical scrutineering. The designated area will be a marked area in the Scrutineering Bay and Pit Lane during qualifying. The measuring tools are available to the participating teams to check the minimum ground clearance and weight after consultation with the TCR UK Eligibility scrutineer or their delegate.

## 3.3 POST RACE SCRUTINEERING

3.3.1 Championship Organisers, the Eligibility Scrutineer or the Clerk of the Course may nominate any car for further inspection, as follows:

a) The nominated car(s) will be sealed by the Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé and no work by any representative of the Competitor or team unless by request of the Eligibility Scrutineer, may take place.
b) The nominated car will then be transported to a suitable venue as may be advised, under the direction of the Eligibility Scrutineer.
c) The Eligibility Scrutineer shall direct representatives of the Competitor concerned to dismantle the car at the technical inspection. The competitor must be present. In default the Organisers may arrange the dismantling and debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full. NCR 2.8 applies.
d) Any breaking of or tampering with the seals is forbidden and may result in the disqualification of the car from the results (NCR 2.8 applies).

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3.3.2 Failure to permit or facilitate any inspection by the Eligibility Scrutineer shall be deemed to be a breach of Regulations and in addition may lead to imposition of any one or more of the additional Series penalties set out in these Sporting Regulations.

3.3.3 Should the Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will adjudicate on the matter and may impose any one or more of the penalties specified in these Sporting Regulations or the National Competition Rules.

## 3.4 PARC FERMÉ

3.4.1 As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé Regulations will apply in the area between the Line, Parc Fermé entrance and Parc Fermé, until the cars are released by a designated official. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

3.4.2 It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their deputy, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the car.

3.4.3 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

3.4.4 No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their deputy.

3.4.5 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials. Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the Eligibility Scrutineer or their deputy.

## 3.5 SIGNALLING AND COMMUNICATION

3.5.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:

a) Legible messages on a Pit board.
b) Body movement by the driver.
c) Lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other Pit equipment by means of wires or optical fibres) and be incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10Ghz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from the pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent.

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d) A single burst of timing data from the car to the pits as the car passes the receiver. All timing beacons and receivers must be a minimum of 10m from any official timing beam.

3.5.2 Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit (11.3.1).

3.5.3 Competitors are permitted to carry an on-board system that will allow the organisers to send instructions, warnings and timing data. Only devices which receive data under the direct control of the Clerk of Course or Chief Timekeeper may be used (11.3 (iv)).

## 3.6 RADIOS

3.6.1 With reference to 3.4 above, pit to car radio systems may ~~not~~ be fitted on competing cars at any rounds (NCR 12.4.4.12). ~~The use of public communication networks for this purpose is not permitted.~~

3.6.2 Any radio system used by a team must always comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency. If a frequency used by a team interferes with a frequency used by a local service or the Organisers then the team may be required to change their radio frequency to a non-conflicting frequency to the satisfaction of the Series Coordinator and in accordance with the requirements of Ofcom (11.3 (v)).

## 3.7 TIMETABLE

The time schedule and the programme for all sessions will be published separately for each event. The Clerk of the Course in consultation with the Stewards has the authority to amend the Event format and timetable at any time.

## 3.8 TESTING

~~There are no restrictions on testing~~. Testing is banned within 7 days of TCR UK Touring Car Championship competing at the same venue.

## 3.9 MESSAGING

Official messaging will be carried out via the TCR UK WhatsApp group. Integration of the WSC TCR App may take place during the season. This will be communicated to competitors/entrants by a championship bulletin. Motorsport UK messaging and social media protocols and policies apply.

Messages to the Clerk of the Course or Race Control should by carried out via email (except when invited to do otherwise). Details will be provided in pre-event driver's briefing notes.

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# 4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with the National Competition Regulations 2 Yearbook and these regulations.

## 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR 2.8 1.21

4.1.2 Arising from post-race Scrutineering or Judicial Action

The provisions of NCR 2.8.2.1a+b.

## 4.2 INCIDENT

An 'Incident' means any occurrence or series of occurrences involving one or more drivers during Practice, Qualifying and/or Race, or any action by any driver (NCR 12.7.1.5), which is reported to Clerk of the Course and which:

a) caused a false start by one or more cars (Motorsport UK Regulation NCR 12.6.7)
b) caused a collision
c) forced a driver off the track
d) illegitimately prevented a legitimate overtaking maneuver by a driver
e) illegitimately impeded another driver during overtaking
f) exceeded track limits
g) failing to re-join the track in a safe manner
h) driving unnecessarily slowly
i) any other incident deemed to be reckless, dangerous or unsporting

Unless in the opinion of the Clerk of the Course it was completely clear that a driver was in breach of any of the above, any Incidents involving more than one car will normally be investigated after the session/race.

It shall be at the discretion of the Clerk of the Course to decide if a driver or drivers involved in an incident shall be penalised.

If an Incident is under investigation by the Clerk of the Course, a message informing all Teams which driver or drivers are involved may be displayed on the timing monitors (if the facilities on the circuit so permit).

If a driver is involved in a collision or Incident and/or has been informed of this by the Clerk of the Course, they must not leave the circuit without the consent of the Clerk of the Course.

## 4.3 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.3.1 Stop-go and drive-through penalties may be issued at the discretion of the Clerk of the Course in accordance with NCR 1.2.3.4.

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4.3.2 For offences under NCR 2.1.1.13, 2.1.1.14, 2.1.1.16, 12.7.1.6, 12.7.1.8, and 12.7.1.9 the Clerk of the Course, at their discretion, may impose a championship penalty in the form of the following:

a) For an offence in qualifying; a grid penalty of up to ten places.
b) For an offence in a race; a time penalty in accordance with NCR 12.10.2 of the current Yearbook. At the discretion of the Clerk of the Course, this penalty can be issued without the associated licence point penalty.
c) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

4.3.3 Where a championship penalty has previously been applied, the severity will be increased. Any driver found guilty of a driving offence which generates penalty points under NCR 2.12.1.2 will also have championship points deducted proportional with the severity of penalty imposed. Any deduction of championship points will be three times that of the associated licence penalty points. I.E. formal written reprimand 6 Championship points deducted, fine or time penalty 9 Championship points deducted, exclusion from practice, qualifying or race 12 Championship points deducted, exclusion from meeting 18 Championship points deducted.

4.3.4 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season they will receive written warning from the Championship Co ordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

## 4.4 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide- reaching medium for the expression of views and opinions and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding the Championship, the BARC and its competitors and teams should reflect the impact social media has.

In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or the BARC into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.

Additionally, competitors are reminded that Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship. The championship organsiers will also make Motorsport UK aware of the conduct of the competitor.

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# 5. TECHNICAL REGULATIONS

## 5.1 INTRODUCTION

**5.1.1** The TCR Technical Regulations issued by WSC are included within these Championship Regulations (Appendix A). These must be followed complicitly, unless an exception is listed in the following Championship Technical Regulations.

The TCR UK Championship is for TCR cars that have been specifically designed and built and are recognised as TCR cars by WSC. The only adjustments permitted to these cars are those detailed within these Technical Regulations

5.1.2 The models accepted are listed on the official TCR website. The list may be amended at any time by the TCR Technical department. Competitors will need to register for access.

5.1.3 Please refer to Section 3 'Specific Championship Regulations' for further information regarding scrutineering and technical checks.

## 5.2 GENERAL DESCRIPTION

5.2.1 All competitors, team members and persons associated with Championship agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Championship Organisers and WSC will be effective.

5.2.2 In addition to the TCR Technical Regulations issued by WSC, all vehicles must comply with Motorsport UK General Technical Regulations contained within NCR Ch.7 and Ch.12.13.

5.2.3 If in the light of experience, when safety related changes to these regulations are necessary, competitors will be given at least 10 days' notice to effect modifications.

5.2.4 No components can be modified, substituted, relocated or changed in any way, except those specified within the Technical Regulations. Maximum Motorsport are permitted to be the only spares distributor at circuit at all 7 TCR UK events in ~~2025~~ 2026, unless specific permission has been granted by Maximum Motorsport. For further clarity, please contact Jack on jack@maximumgroup.net.

Any driver or team personnel associated with a driver, who is found to be retailing TCR parts during a race weekend, without the permission from the Championship Promotor, may incur a loss of championship points. Even if this results in a driver receiving a minus amount.

In certain cases and only with the written approval of the Championship Eligibility Scrutineer, some non-homologated components may be used. When replaced, the homologated part must be fitted.

5.2.5 It should be clearly understood that if the text contained herein does not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the TCR model are NOT permitted.

5.2.6 All vehicles invited to compete will be issued with a Technical Registration Form that must be completed prior to the first power test. The information contained will be used to compile the Logbook that will be held by the Championship Coordinator and / or Scrutineer.

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5.2.7 Competitors must ensure their cars comply with the conditions of eligibility and safety throughout the events.

5.2.8 The declaration and presentation of a car for scrutineering will be deemed an implicit statement of conformity.

5.2.9 TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. In accordance with TCR Technical Regulations WSC Ltd may issue Temporary TCR Technical Form in case of new models. WSC is the only authority able to replace a Temporary Technical form with a TCR Technical

## 5.3 SAFETY REQUIREMENTS

5.3.1 All cars must conform to the general and competition regulations of the Motorsport UK Yearbook, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice as per NCR Chapters 7, 9 and Ch.12.13

5.3.2 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean and in good condition so that faults can be easily spotted and identified. Likewise, the components of the car should be race-worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure their cars are properly prepared, well presented and clean prior to practice, qualifying and the races.

5.3.3 The Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

## 5.4 ENGINES

5.4.1 Competitors are limited to one engine per season without incurring a penalty.

5.4.2 The engine is associated with the driver's race number. It will follow the driver if they change cars, unless the new car is of a different model, in which case the change of engine penalty applies see 5.4.9.

5.4.3 If a driver is absent from one or more Events that engine will be associated with the TCR Technical Form of the car.

5.4.4 In case of a car model competing with a TCR Temporary Technical Form, an additional change of engine may be allowed solely at the discretion of the Series Organisers after a detailed report is submitted by the Eligibility Scrutineer.

5.4.5 An engine will be considered as having been used once the car has left the pitlane in any official Championship session.

5.4.6 Each engine must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump.

5.4.7 Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

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Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.

The breaking of any seal without prior approval/authorisation will be considered as a change of engine.

5.4.8 The replacing of an engine by a competitor must be requested in writing to the TCR Licenced Eligibility Scrutineer by using the official Engine Change Form.

5.4.9 A change of engine will automatically result in the driver starting the next race in which the driver takes part from the back of the Grid, ~~except in a case of force majeure, the onus of proof being on the Competitor~~. In exceptional circumstances the Race Director/Clerk of the Course may waive the penalty if they believe the penalty has already been served.

## 5.5 TURBOS

5.5.1 A TCR car may use no more than four Turbo units during the TCR UK Championship, without penalty. This supersedes the WSC TCR technical regulations.

5.5.2 A turbo will be considered as having been used once the car has left the pitlane.

5.5.3 Each turbo must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time.

Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

5.5.4 The breaking of any seal without prior approval/authorisation will be considered as a change of turbo and will be penalised, which may go as far as disqualification.

5.5.5 Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the Grid.~~, except in a case of force majeure. The onus of proof being on the competitor.~~

## 5.6 REPLACEMENT CARS

5.6.1 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.

5.6.2 No replacement cars are permitted to be used at any individual Event during the Championship.

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## 5.7 WEIGHT

5.7.1 The Minimum Racing Weight is as per the Balance of Performance criteria including the driver, as the car finishes the session. It is defined by the sum of the minimum weight defined by the TCR Technical Regulations and has to be respected at all times during the event. The Minimum Racing Weight can be modified by BOP corrections during the season.

The weight of a car may be checked at any time during the Competition.

5.7.2 Drivers are to be weighed as follows:

a) Wearing their complete racing apparel, at the first event of the season and at mid-season.
b) If a driver is entered later in the season, they will be weighed at their first event.
c) Immediately after the Qualifying Session at each event, at the scrutineering bay or at another point declared by the organisers.

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The weights of the drivers will be entered onto a list under the control of the Championship Eligibility Scrutineer.

5.7.3 During and after Practice/Qualifying sessions:

a) The Championship Eligibility Scrutineer will select cars to undergo the weighing procedure.
b) Having been informed that the car has been selected for weighing, the driver must proceed directly to the weighing area with the car, without outside help and may be asked to stop the engine.
c) The car will then be weighed, with or without the driver, and checked. In the case of an irregularity, the results will be given to the driver or a team representative in writing.
d) The car must reach the weighing area and return to its paddock area/garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals.
e) The driver and their car may not leave the weighing area without the consent of the Championship Eligibility Scrutineer or their nominee.

5.7.4 After a race:

a) The Championship Eligibility Scrutineer will weigh the classified cars of their choice, except in a case of "force majeure".
b) Should the weight of the car be less than that specified in the Technical Regulations the car and the driver may be disqualified from the Competition except when the deficiency in weight results from the accidental loss of a component of the car.
c) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in their official capacity and, after the race, in accordance with the prescriptions of the TCR Technical Regulations).
d) Only scrutineers, officials and team members on officials' request may enter the weighing area. No intervention of any kind is allowed unless authorised by such officials.

5.7.5 Any breach of these provisions for the weighing of cars may result in the application of one of the following penalties:

a) A drop of places on the starting grid for a later race in which the driver takes part.
b) The cancellation of all or part of the times set in practice or Qualifying.
c) The disqualification of the car concerned.
d) Any other penalty provided for in these regulations.

## 5.8 BALLAST WEIGHT

A 10kg ballast will be added to the minimum weight of the car of a Competitor entered on Race-by-Race entry at their first appearance in the Championship and must be carried from the scrutineering. This ballast includes the Compensation Weight that shall be defined by TCR Notifications and or Bulletin/s and it's only applicable at the first appearance of a Race-by-Race entry.

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## 5.9 BALANCE OF PERFORMANCE AND COMPENSATION WEIGHT AUTOMATIC FORMULA

5.9.1 The balance of Performance (BoP) will be defined by WSC before the start of the season and may be adjusted at any time by the TCR Technical Bulletins. Such communication must be by official bulletin and will form an Appendix to the regulations.

5.9.2 In addition to the BoP, cars are also subject to the TCR Compensation Weight (CW), this will be defined by an Automatic Formula defined by TCR Technical Department (WSC) via TCR Notifications. Compensation Weight (CW) will be in effect for the ~~2025~~ 2026 season using the total points scored by a driver from a racing weekend instead of Qualifying times as in previous seasons. All changes to the CW will be communicated by the TCR Technical Department within seven (7) days prior to the start of the Competition and ratified by the Officials of the meeting at the latest on the day before the qualifying session.

5.9.3 Any breaches of these rules will be reported to the Clerk of the Course. Penalties may go as far as disqualification from the Competition.

## 5.10 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.10.1 The prescriptions of the current NCR 7.2, and NCR12.13 apply except where modified by these regulations.

Any part damaged through wear or accident can only be replaced by an original part identical to the damaged one.

5.10.2 On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter and thread of the original production part is respected unless otherwise allowed under these technical regulations.

5.10.3 Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

## 5.11 PERFORMANCE MONITORING AND DATA ACQUISITION

5.11.1 Competitors must use the data acquisition system as specified in the WSC Technical Regulations (Appendix A: 3.6 Data logging).

Exceptions:

a) A second inlet air temperature sensor will not be required.
b) A GPS sensor of up to 25Hz may be used.

5.11.2 Competitors are responsible for systems being installed in strict compliance with the relevant instructions and must ensure it is working at all times during all sessions and tests. All costs connected with the installation, checking, servicing and updating of the system are borne entirely by competitors.

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5.11.3 Competitors with cars fitted with the TCR combined ECU data logger must provide a TCR USB memory stick for the transfer of data. These items are available from the supplying manufacturer.

Competitors using an EVO 4 will be required to supply an AiM memory stick, part number X50MEPC00, available via Maximum Motorsport.

Competitors using EV0 5 devices will be required to supply two Sandisk 32gb SD cat 10 memory cards (widely available), which should be labelled with the car number and driver name.

Note: if an EVO4 unit should fail, competitors will be required to purchase a new 'Memotec' EVO5 device, as EVO4 equipment is no longer supported for repair or replacement by the manufacturer.

5.11.4 Data may be checked at any time during an Event. It is the responsibility of the competitor to ensure that the device is working and will provide the data required by the Scrutineers. Failure to provide such data for any reason will lead to a Non-Compliance report being issued to the Clerk of the Course and penalties applied.

5.11.5 Championship Organisers reserve the right to request teams to fit additional vehicle data/tracking hardware. Any additional hardware will be supplied by the Championship or its technical partners and will not incur any additional cost to competitors during the ~~2025~~ 2026 season.

## 5.12 VEHICLE ELIGIBILITY – TCR UK LOGBOOK

5.12.1 Any car entered into a round of the Championship must have been issued with a TCR UK Logbook in order to be eligible to compete.

5.12.2 All registered contenders must provide a copy of their Motorsport UK/FIA Homologation/ Original Specification Document, a copy of which will remain with and form part of the Championship Logbook.

5.12.3 The intention of the Logbook is to bring an additional level of definition to those cars which are eligible to compete in the Series.

5.12.4 The issuing of a Logbook does not constitute any endorsement of the car's legality under these, WSC or Motorsport UK regulations. Championship Organisers reserve the right to issue Logbooks outside these eligibility guidelines as required.

5.12.5 The Logbook will record details of the car, scrutineering notes, reference pictures taken by or supplied by the Eligibility Scrutineer and will be used to record power test details. All Logbooks will be held by the Championship Coordinator and / or Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, the Championship Organisers will confirm the existence or otherwise of a valid Logbook on request.

5.12.6 The organisers reserve the right to introduce an electronic version of the cars log book.

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## 5.13 SAFETY REQUIREMENTS

5.13.1 All cars must conform to ~~2025~~ 2026 NCR Ch.9

5.13.2 Throughout the Practice, Qualifying and Races, drivers must wear an approved race suit, helmet, balaclava, gloves, underwear, socks and boots.

5.13.3 Fire Extinguisher - the fire extinguisher must be an approved plumbed in type NCR Ch.7.6.1. The extinguisher system must be in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with a maximum service date within the last two years. The cable/button inside the car must be within easy reach of the driver. The fire extinguisher must be armed at all times when in the collecting area, on the circuit and in Parc Fermé.

5.13.4 Competitors are reminded that the use of Frontal Head Restraint (FHR) devices are mandatory and must comply with FIA standard 8858-2010.

5.13.5 The driver's seat must be an FIA-homologated competition bucket seat (minimum 8855/1999 or 8862/2009 or 8855/2021 standard or newer) with five (5) passages for the safety harness straps. No seat may be used that is over 10 years old from its date of manufacture as stamped on the FIA label.

The use of carbon fibre or aramid construction is authorised.

The seat should be mounted as shown in article 9.1 and 10.1 of the individual vehicle homologation papers. Should an alternative arrangement be required due to the stature of the driver, the mountings must comply with WSC regulations, Article 14.4.

5.13.6 A safety harness homologated to FIA standards 8853-98 or 8853-2016 and having a minimum of five (5) anchorage points must be worn at all times when on the circuit. NCR 1.2.3.4

Seat belts have an expiry date after which they must not be used, with the exception of any harnesses that comply with FIA standard 8853-2016 which may be used up to 5 years after the year stated on the label. Ch.7.7.10.4. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

## 5.14 BODYWORK

### 5.14.1 Interior

5.14.1.1 Interiors must be kept tidy and painted in a single colour.

### 5.14.2 Exterior

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**5.14.2.1 Presentation:**

The presentation of the car is fundamental to the profile of the series, its sponsors and audience. Therefore, in considering whether to permit any car to race at any point during the season, the Championship Organisers will regard as paramount the car's presentation. Taking its appearance and standard of presentation into account, its presentation (including interior) they may exclude cars considered to prejudice the reputation of the Series or is otherwise unacceptable.

This includes vehicles presented at an event bearing accident damage sustained at a previous meeting and has not been subject to a full and 'proper' repair (e.g: not tank-tape and cable ties). Note: A double/triple header can be regarded as one event for the purposes of this regulation.

The exterior must display all Championship sponsors decals correctly as defined in these regulations. Windscreen headers must remain in the colour supplied by the Championship Organisers for the ~~2025~~ 2026 season.

5.14.2.2 Only the original apertures in the bodywork may be used for the passage of cooling air. Original apertures are defined as existing apertures in the bodywork that are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.). To allow the passage of cooling air, the removable parts may be removed or opened.

**5.14.2.3 Ground clearance:**

The minimum ground clearance at all times during the race meeting will be as designated by the BoP. A block of the specified size must be able to pass under all parts of the vehicle without touching, with the vehicle in race trim including the driver. No alterations to the car whatsoever will be permissible prior to the ground clearance check taking place.

The minimum ground clearance of individual cars may be subject to review at any time during the season. Championship Organisers may implement a variation via an official bulletin.

5.14.2.4 All cars must have two external rear-view mirrors, one on the left and one on the right-hand side. Their external shape and location must be that of an original part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

## 5.15 POWER TESTING

5.15.1 From time-to-time, at the Championship Organiser's discretion, engine power may be measured on a compliant dynamometer operated by qualified rolling road operatives at the designated rolling road using the DIN70020 standard.

The maximum engine power output, measured at the flywheel, will be as WSC BOP figures

5.15.2 The designated rolling road provider is to be confirmed via an official bulletin throughout the season.

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5.15.3 If the Championship Scrutineer or the rolling road operators are unhappy with the condition of the vehicle, they may decline to test it unless rectification is carried out.

However, they may not be able to foresee every mechanical defect and for this reason power testing will only be carried out at the competitors' own risk.

Neither the Championship Organisers, Officials, Agents or the rolling road operators can or will be held responsible for any failures howsoever caused.

5.15.4 Rolling road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.

5.15.5 The organisers reserve the right to nominate an alternative rolling road during the season, this will be communicated via Championship Bulletin.

## 5.16 COMPONENT SEALING

5.16.1 Engine and ancillaries may be sealed as required by a Motorsport UK Scrutineer or dyno operator before or after rolling road testing.

5.16.2 ECU data may be checked and recorded. A copy of this may be kept by the Championship Data Scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.

5.16.3 It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (NCR 7.12.1.9)

5.16.4 Where mechanical changes that require Championship seals to be broken, this may only be carried out by the Championship Eligibility Scrutineer and will be resealed prior to the next round.

## 5.17 ECUs

5.17.1 All cars must use the original homologated ECU, or a Championship approved system.

5.17.2 All competitors using a non-OEM ECU must supply the Technical Data Scrutineer with a copy of the map used at the power test, a copy of the software used and a USB compatible interface lead.

5.17.3 ECUs must not be capable of performing any form of traction control unless it is included in the homologated specification. A proprietary Launch Control System may be fitted.

5.17.4 All competitor ECUs will be sealed at the start of the season.

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5.17.5 Any updates to the ECU must be advised to the scrutineers by completing the official form in order to confirm details of the map used and subsequent the re-sealing of the ECU. Once completed, the form should be kept by the competitor and presented together with other documentation required at time of scrutineering.

5.17.6 All ECUs must be fitted with a compatible plug to enable direct access to control units. This must remain functional and connected at all times.

## 5.18 FUEL

5.18.1 The sole supplier of fuel for the Championship, appointed by TCR UK, is Haltermann Carless UK Ltd. Details of the specification, purchase, distribution, technical queries and all other arrangements concerning this fuel can be obtained from Adrian Stuart on mobile number 07900743329 or e-mail astuart@h-c-s-group.com Orders should be sent to Vital Equipment Ltd on landline number 01981 241169 or e-mail orders@vitalequipment.co.uk. This is the only fuel allowed to be used by competitors during the course of the Championship. Should it be necessary for Carless to manufacture more than one batch of fuel during the season it is not permitted to mix these batches. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the entrant.

5.18.2 Fuel sample testing may be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with NCR 8.2.4.

5.18.3 Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Carless UK). This equipment must be available in Parc Fermé directly after qualifying and races.

5.18.4 At the end of practice/qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Eligibility Scrutineer for analysis if required.

5.18.5 The cooling of fuel, by any means whatsoever is prohibited.

5.18.6 Fuel cells will be in accordance with WSC/TCR technical regulations, re-inspection of fuel bladders will be in accordance with Motorsport UK regulations.

## 5.19 SILENCING

5.19.1 It is the competitors' responsibility to ensure that their car complies with Motorsport UK, Series and Venue noise regulations that will be strongly enforced.

5.19.2 The exhaust outlets must comply with NCR 7.8

## 5.20 TRANSMISSION

5.20.1 A manual or dual clutch semi-automatic (DSG) system is permitted.

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5.20.2 The gearbox must always include a reverse gear that can be engaged by the driver from their seat with the safety harness fastened.

## 5.21 TYRES

5.21.1 Cars must run on Goodyear slick dry or wet weather tyres of the following specifications: Dry:

Goodyear 637713 – 265/660R18 GY SLICK TC03B3

Wet: Goodyear 636916 - 265/660R18 GY RM9000-L TC 02W3 636917 –

265/660R18 GY RM9000-R TC 02W3

5.21.2 Tyres must be supplied by the Championship Technical partner: Mr

Tyre Motorsport Ltd

Unit 1, Apex Centre Lovell
Tamworth

B79 7TA

Tel: 01827 211021

Contact: Ben Dyas – ben@mrtyremotorsport.com

Stuart Abbott – stu@mrtyremotorsport.com

Trackside fitting and support will be provided by the Championship's technical partner.

5.21.3 It is not permitted to mix wet and dry weather tyres on the same vehicle.

5.21.4 The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.

5.21.5 Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.

5.21.6 All tyre pressure regulation or tyre pressure monitoring systems are prohibited.

5.21.7 Dry weather tyres will be supplied with a registered bar code. It is solely the Entrant's/Driver's responsibility to ensure the bar codes on the tyres purchased are entered into the Tyre Control App. That the tyres nominated are the registered bar codes of the tyres purchased for that event and that these are the only tyres that are fitted to the car. It is not permitted to use tyres unless their bar codes are listed on in the Tyre Control App.

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5.21.8 Tyre nomination must be carried out via the Race Tyre Control App. Details must be entered by the entrant/Driver and submitted before the first official session of the weekend. Links to the App and Login information will be emailed to all registered competitors prior to the first event of the season.

## 5.21.9 Dry Weather Tyres:

a) The maximum number of new dry weather tyres available for each driver over the ~~2024~~ 2026 season will be ~~54.~~ ~~40~~ 48.

b) For the first event competitors may use a maximum of 12 new tyres and a minimum of 6 new tyres. No 'used' tyres can be used.

~~c)~~ For each subsequent event, a competitor may register:

~~6 new dry tyres to be used if the event is scheduled to be a 3 race event~~
~~4 new dry tyres to be used if the event is scheduled to be a 2 race event~~
~~and 6 previously nominated used tyres per event~~

~~d)~~ 6 new dry tyres at each event.

e) A new tyre can be deemed to be new if it has not had any use on a vehicle.

## 5.21.10 Wet weather Tyres:

a) The number of wet weather tyres will not be limited.
b) No intermediate option will be made available.

5.21.11 During an Event, checks will be made by the Championship Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded in the Tyre Control App.

5.21.12 In the event of damage to a nominated slick tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Scrutineer in conjunction with the official tyre supplier. The tyre record form will be updated accordingly.

5.21.13 Tyres for official Friday tests, are free (subject to 5.21.1).

5.21.14 Deleted.

5.21.15 The only tyres to be available in the pit garage and pit-lane at any point during the meeting (the meeting being the Saturday and Sunday) are those nominated for that specific event.

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# 5.22 NUMBERS AND CHAMPIONSHIP DECALS

## 5.22.1 Decals provided by organisers

Competitors will be provided with a set of Championship decals before their first round on receipt of the appropriate registration fee. Replacement decals can be purchased via the Championship coordinator and are chargeable to the competitor. This includes the drivers name and race numbers, which must be used.

Championship Sponsors' and BARC decals must be affixed in, or near, the positions detailed on the official diagram. Championship Sponsors' must take preference to any other decals.

The sponsors decals which each vehicle and driver must carry must be fitted as per the Championship Bulletin. All decals must be displayed in the prescribed location and orientation.

Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race. Any moving or resizing of decals must be agreed in writing by the organisers. If in doubt, contact the Championship Coordinator.

Cars must run the Championship dash number board that must be clearly visible in the in-car camera footage.

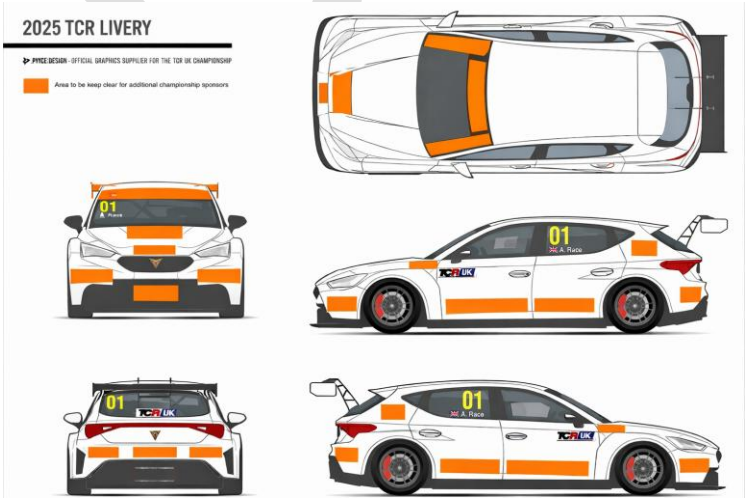
No additional stickers or livery may appear on the front windscreen of the vehicle other than the supplied screen strip fitted without alteration to its appearance.

## 5.22.2 Driver Race Suit

As well as complying with the required race suit standards for safety, drivers will be required to carry Championship logos to their race suits, which are clearly viable and not obstructed by other logos. Logos are available on request from the Championship Coordinator. It is not permitted to display any logos from other championships or their commercial partners.

## 5.22.3 Livery & Logo Placement

5.22.3.1 Car: Diagrams showing position of sponsor logos are shown below:

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5.22.3.2 Race Suits: Diagram showing position of sponsor logos below:

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5.22.3.3 Competitors will be handed their decal kit at the first round entered. If kits are required before this date, competitors must either make their own collection arrangements or pay for postage.

5.22.3.4 The organisers reserve the right to amend the amount and location during the season, these changes will be communicated via Championship bulletin.

5.22.3.5 Decals will be required to be placed on Team support vehicles that are situated in the paddock behind the garages. The decals will be provided as part of the of the Championship sticker pack and the location of the sticker will be communicated in a bulletin to all Teams.

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# 6. APPENDICES

## 6.1 RACE ORGANISING CLUBS & CONTACTS

**ORGANISING CLUB**

British Automobile Racing Club

Thruxton Circuit
Thruxton

Andover

Hampshire
SP11 8PN
Tel: 01264 882200
www.barc.net

**CHAMPIONSHIP PROMOTOR**

Maximum Motorsport Ltd

www.maximummotorsport.uk

**CHAMPIONSHIP MANAGER**

Jack Finlan
jack@maximumgroup.net
Tel: 07502 019409

### CLERK OF THE COURSE

### ELIGIBILITY SCRUTINEER

Adrian Smith
adysmith81@aol.com
Tel: 07921 787859

### TECHNICAL DATA SCRUTINEER

### SOCIAL MEDIA

Paige Blundell

paige@maximumgroup.net

Tel: 07909 335485

### TYRE SUPPLIER

Mr Tyre Motorsport

dan@mrtyremotorsport.co.uk

Tel: 01827 211021

### FUEL SUPPLIER

Vital Equipment

info@vitalequipment.co.uk Tel: 01981 241169

### ROLLING ROAD

TBC

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## 6.2 COMMERCIAL UNDERTAKINGS

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSC.

Acceptance of entry is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the Championship Regulations and not to act in a manner that could be considered to bring the Championship and/or its associate companies or sponsors into disrepute. Penalty for breach of this agreement may result in disqualification from the Championship. This also extends to social media activity (4.3).

Logos and corporate identities of all parties involved with the Championship are subject to IP rights and cannot be used without written permission of the specific registered owner.

### 6.2.1 Advertising & Livery

6.2.1.1 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle, overalls or overt team collateral carry any form of sponsorship or advertising which conflicts in any way with the Championship and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Organisers in such situation is final.

6.2.1.2 The sponsor's decals which each vehicle and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.

6.2.1.3 Any area of the car, which has not been claimed for application of Championship or mandatory Motorsport UK decal/number requirements are free for use, within the guidelines of Motorsport UK General Regulations.

6.2.1.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. Championship Organisers reserve the right to censor any advertising which may be deemed unsuitable.

6.2.1.5 Competitors are reminded of the restrictions on tobacco advertising and also that anything deemed as offensive is prohibited. Any Alcohol branding/advertising must have prior approval from Maximum Motorsport Ltd (at least one week before the Event.)

6.2.1.6 Political statements and slogans of any kind are prohibited.

### 6.2.2 Publicity & Media

6.2.2.1 In signing the Championship Registration form each entrant agrees that Maximum Motorsport Ltd, the organising club and the sponsors of the Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.

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6.2.2.2 The Championship must be referred to by its formal title including the sponsors' name (unless a change is notified by official bulletin) in all competitor's own literature and communications. No images taken

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at an event or supplied by the Championship or issued by the official photographer can be altered in any way without the permission of the Championship Organisers.

6.2.2.3 All registered teams and drivers must participate in the official media activities. This includes, press interviews, social media activity and designated promotional campaigns in accordance with Championship regulation 4.3.

6.2.2.4 By entering the Championship, competitors and their teams are required to assist Maximum Motorsport Ltd and the organising club in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist by granting interviews and any other reasonable requests by the TV Production company or the Championship Organisers.

## 6.2.3 Presentation

6.2.3.1 Race suits must throughout each round meet the following requirements: Be clean and tidy and clearly display any sponsorship identification with the same conditions to sponsorship display as listed in Section 6 of these Championship regulations.

6.2.3.2 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability. This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing. Where in the opinion of the Championship Organisers this effort has not being made future race entries may not be accepted and their opinion will be final.

6.2.3.3 Grid boards with car number and driver name may be provided. In which case Entrants are required to supply one Grid Person per car in appropriate clothing. Notification of this activity will be communicated to teams in advance of the meeting.

6.2.3.4 When requested to do so, Drivers must wear the Tyre supplier's hats on the podium.

6.2.3.5 Specific details around garage presentation, including but not limited to name boards and flags will be communicated to all teams via an official Championship bulletin prior to the start of the season.

## 6.2.4 Hospitality

6.2.4.1 Hospitality is not permitted in the circuit or paddock areas without prior agreement from Maximum Motorsport Ltd. Please be aware that the rights for the provision of hospitality in the paddock at race circuits belongs to the circuit owners and/or Championship Promoters/Organisers. There will be a site fee for hospitality of up to ~~£2~~1500 per event. In all cases the size of the structure is to be confirmed to the Championship Organisers for paddock layout planning. Regulations on the hospitality provisions will be provided on application for space.

6.2.4.2 Race catering is allowed for the use of drivers and team members only.

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## 6.2.5 TCR Commercial Agreement

**6.2.5.1 PARTIES:**

The Promotor Maximum Motorsport Ltd.

The Organiser: The BARC

The Entrant: As defined on the Championship Registration Form

6.2.5.2 OBLIGATION: By signing the Championship Registration Form the Entrant confirms their participation in TCR UK for the ~~2025~~ 2026 season and agrees to be bound by the Championship Regulations. Maximum Motorsport Ltd reserves the right to apply penalties and fines for not respecting the obligations in this Agreement. The Entrant grants to Maximum Motorsport Ltd: The worldwide (exclusive save as against the Competitor) right to use, represent, reproduce and licence the names, trademarks, images, likenesses, representations and logos of the Competitor, its drivers and crew, and/or its racing cars for the purposes of this Agreement, for the conduct of TCR UK, in the broadcast of TCR UK (in any country or part thereof, in any language, on any media now known or developed in the future, and including the right to sublicense such broadcast) and on TCR advertising, public relations and promotional material (including without limitation websites, internet and/or mobile telephony applications, newsletters, indication boards, backdrops, press releases, and TCR official cars); and the right to use, represent, and reproduce, and license to third parties the use of, the Competitor's IP for the purpose of producing promotional and/or commercial items to exploit the reputation and the name of the TCR UK and of all its elements.

6.2.5.3 TERM: This Agreement shall be deemed to have commenced on registration date and shall remain in force until 31st December ~~2025~~ 2026.

6.2.5.4 IP RIGHTS: Each Party declares to be the legal owner of its intellectual property rights ("Intellectual Property Rights" or "IP Rights") relating to which intellectual property rights are granted to the other Party in accordance with the terms and conditions of the Agreement.

Each Party will keep the other Party regularly informed during the Term of any use or reproduction of the other Party's trademarks made in application of the provisions of this Agreement. Any use, representation or reproduction of a Party's IP Rights not envisaged under this Agreement shall be not permitted without the written prior approval of the other Party.

6.2.5.5 REPRESENTATIONS AND WARRANTIES: Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under it, and that by doing so it will not breach any other agreement or obligation; and in exercising its rights and obligations under this Agreement it will comply with and not infringe any applicable legislation, including but not limited to laws and regulations banning bribery, money laundering, staging of events, and/or advertising of particular products (including without limitation tobacco, alcohol and/or gambling) in the United Kingdom, the Competitor's jurisdiction of registration, any other country of the European Union, or any other country where an Event is scheduled to be held, nor will it knowingly or willingly cause the other Party to be in breach of any such legislation.

6.2.5.6 MISCELLANEOUS: Neither Party may assign this Agreement without the other Party's prior written consent, however Maximum Motorsport Ltd may assign this Agreement to a parent, subsidiary or sister company provided it gives the Entrant written notice of such assignment within 60 days.

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Each Party undertakes to keep confidential any information relating to this Agreement or which it obtains under or in connection with this Agreement and not to use such information or disclose it to any other person, unless required to do so by law or by any competent regulatory authority or if such information is in the public domain other than through breach of this clause.

Exclusion of Third Party Rights: Notwithstanding any other provision in this Agreement, a person who is not a Party to this Agreement has no right under the Contracts (Right of Third Parties) Act 1999 (the "Act") to rely upon or enforce any term of this Agreement. Nothing in this Agreement shall affect any right or remedy of a third party which exists or is available other than as a result of the Act.

This Agreement together with the Appendices constitutes the entire agreement between the Parties in relation to its subject matter, and replaces and extinguishes all prior agreements, draft agreements, arrangements, undertakings of any nature made by the Parties, whether oral or written, in relation to such subject matter. Each party warrants to the other that in entering this Agreement it has not relied on any such previous arrangements, understandings, representations, agreements, communication or commitment (whether given directly by a Party or obtained from third parties including without limitation from the public media).

No variation of any of the terms or conditions hereof may be made unless such variation is agreed in writing and signed by both of the Parties.

Nothing contained in this Agreement shall be construed or deemed to constitute a partnership, joint venture or employment relationship between the parties hereto and save as expressly herein provided no party shall hold itself out as the agent of the other.

Each Party is responsible for their own tax, insurance, legal and related affairs with regards to entry into, exercise of rights and obligations under, and payments made under, this Agreement.

If any clause or any part of this Agreement or the application thereof to either party shall for any reason be adjudged by any court or other legal authority of competent jurisdiction to be invalid, such judgment shall not affect the remainder of this Agreement which shall continue in full force and effect.

In the event of any contradiction or inconsistencies between this document and the Appendices, the provisions hereof shall prevail over those of the Appendices.

It remains understood that this agreement is an integral part of the TCR Registration Form, without the signature of this agreement the team/entrant/competitor will not be authorised to compete in ~~the~~ TCR UK.

This Agreement shall be governed by and construed in accordance with English law and the Parties submit to the exclusive jurisdiction of the English courts in London.

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